



Feedback Form for Draft Port Tarakohe Development Plan

RECEIVED
20 NOV 2013
TASMAN DISTRICT COUNCIL

Submitter details (please print clearly):

Your name: Andrew Upsall
Your postal address: Street: 80 Haile Lane
Suburb: Pohara
Town: RD 1 Takaka Postcode: 7183
Your daytime phone number: 03 525 6115
Your email address: rcabbitts@hotmail.com

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarakohe Development Plan

(please continue overleaf if you require more space):

I completely oppose the Port Tarakohe Development Plan in its entirety and see it as short sighted, mean and totally unjust. Firstly the accounting method used to attribute a value to the port is obviously driven by a desire to achieve higher earnings from this asset. The true financial value of the port must be derived from a fair historical value and accordingly marina charges can only be based on a fair value figure. How can the operating costs have risen so dramatically (200%) over the last 2 years when there have been no unusual expenses by either the marina or mooring. This can only be called "Creative accounting" and is totally unjust.

PTO

Please send your feedback to:

Feedback on Port Tarakohe Development Plan
Tasman District Council
Private Bag 4
Richmond 7050

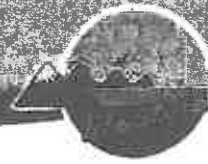
Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttarakohe@tasman.govt.nz or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

Historically recreational boating was always meant to be a large part of the port's use, but this development plan is solely financially driven. This is unacceptable, and totally ~~now~~ short sighted as anyone who has seen the volume of recreational boating especially over Christmas, will know the financial contribution over this period to Golden Bay. Why would anyone be prepared to pay double for a service that has no improvements and very poor original facilities? The idea to remove the boat ramp which was built in part by volunteers, from a very safe sound position, where a boat can be exited from the sea in deteriorating conditions, to a position where even in a moderate summer swell would be dangerous is simply a "No Brainer" Not to mention the grossly expensive "toll gate" so recently installed, I wonder if anything is ever fully considered by this council. I request the right to speak to the council on my full submission prior to any decision ^{being} made on this Development Plan.

regards .

Andrew Alfred .



TASMAN DISTRICT COUNCIL
19 NOV 2013

Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly):

Your name: Ron Fleming
Your postal address: Street: 54 Meihana St
Suburb: _____
Town: Takaka Postcode: _____
Your daytime phone number: 03 5259955
Your email address: None

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarakohe Development Plan
(please continue overleaf if you require more space):

As a pensioner who uses the boat ramp
quite a lot I totally oppose the plan
to increase fees and only other unnecessary
costs
It took a lot of hardwork to get
a boat ramp and pontoon erected and
to have it moved is ridiculous

Please send your feedback to:
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Richmond 7050

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We need to receive your feedback by 4.00 pm Thursday 28 November 2013.



Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly):

Your name: ALEXANDRA TAYLOR

Your postal address: Street: 112 TANGIMAKA RD

Suburb: ROTORA

Town: GOLDEN BAY Postcode: _____

Your daytime phone number: 0274601186

Your email address: lex@baysubtropicals.co.nz

TASMAN DISTRICT COUNCIL
19 NOV 2013

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarakohe Development Plan
(please continue overleaf if you require more space):

OPPOSED. I WOULD A BIRTH SPARK IN THE FLOATING MARINA.

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 Tasman District Council
 Private Bag 4
 Richmond 7050

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We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Carlos Riegelhaupt

49 Upper Rocklands Road

Clifton

Takaka 7183

Daytime Phone Number**Mobile Phone Number**

0212576454

Email Address *

carlos_riegelhaupt@yahoo.com.ar

Organisation**Position****Your Feedback****Your comments ***

Please don't remove the recreational side of the port, it is a vital part of many people's lives. Whole families use the facilities and a increasing number of kids and adults are joining the club to learn or practice sailing and Waka Ama.

What will happen if TDC carries on with this plan? what are we, hundreds of people, going to do without this facilities?

TDC should encourage of course the economical development, but in life its not only that. The recreational side of life is as important as the economical, that brings balance to our lives.

I hope TDC listen to the people and realize the importance of the port in our lives.

Kind Regards

PORT TARAKOHE DEVELOPMENT PLAN SUBMISSION

Pohara Boat Club

NOV 2013

Tasman District Council released the Port Tarakohe Development Plan in early November 2013. This plan was released in draft form and submissions were sought from interested/affected parties.

This document constitutes formal feedback and submission from the Pohara Boat Club. (PBC)

PBC was formed 50 years ago to facilitate and encourage water based activities in Golden Bay. The club has had various bases throughout its long history and is now, and has been for the past 14 years based at the Pohara Boat Club Building, Port Tarakohe.

The club has a strong recreational membership base and is instrumental in providing opportunities for the community to access water activities in Golden Bay. Given this strong integration into Port Tarakohe's structure Pohara Boat Club is an important stakeholder and instrumental in representing recreational users of Port Facilities.

Submission Points Overview

- **PBC Club Room Lease** - PBC welcomes the offer to negotiate a further lease on the current land the club owned building is located and expects clarification on this possibility as an outcome of this plan.
- **Local Area Reserve** – PBC strongly disagree with the suggestion that the community reserve land in the area between the port and the boat storage compound be used for commercial storage.
- **Western Arm Boat Launching/Boat Trailer Parking** – PBC surveys show demand exceeds capacity for a maximum period of one week per year, the proposal to require users park further away from the launching facilities is illogical. The suggestion of constructing a pontoon or moving the existing pontoon to the area in front of the PBC building will require significant dredging work as the water depth is insufficient to allow access at low tide, again this is illogical.
- **Cost of Boat Launching** –PBC considers the proposed charges to be excessive and fundamentally incorrect. Surveys of members have shown that usage will fall by up to 80%. People launching boats will instead use the newly consented (by TDC) free boat ramp at Tata beach.
- **Fishing Platform** – The proposed fishing platform on the eastern wall is both un-necessary and impossible to construct in a manner that could withstand the prevailing weather conditions.
- **Report Suggestions Contrary to Original Intent** – PBC strongly feel that this development plan written for TDC having the stated purpose – '*development (of) strategy for Port*

Tarakohe that will relate to the role of the port in the regional economy' is contrary and in parts in direct opposition to the original intent of partnership between TDC and the community.

Submission Point Detail

PBC Club Room Lease

Page 6 of this report states that PBC currently own their club rooms and hold a lease which expires in 2019, the building then reverts to TDC ownership.

PBC is a well funded, well supported community club who undertook significant fundraising efforts and practical work sessions to construct their building and assets.

It is noted that recommendations in the draft plan (page 11) state in year one '*negotiate with users of the port to have agreements to give them some surety of current and future service*'

It is the intention of PBC to seek to renegotiate a further term of this lease; meetings with TDC staff have previously resulted in an agreement that this would be possible and in fact desirable from TDC perspective. An important part of this submission is to gain clarity on TDC position in this respect.

Local Reserve Area

Page 12 – Utilise the area from this (end of wharf area) to the boat compound for the purpose of the port. It is not envisaged that this will be used for buildings but for storage or similar.

PBC strongly feel that the proposed utilisation of this local area reserve for commercial storage purposes contravenes the original intention of the Government act vesting the land to TDC. The original Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995 states *the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.*

As stated in the background section of this draft plan (page 5) Port Tarakohe was purchased by the TDC in 1994 and the land is held as a local area reserve certificate of title NL11C/1211. The holding of this land in local area reserve is bound by conditions and regulations under the Reserves Act 1977 – Section 23 of this act states:

It is hereby further declared that, having regard to specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that—

- *Where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve:*
- *any local purpose reserve created under the said Part 25 or Part 2 or under Part 20 of the Local Government Amendment Act 1978 or under Part 10 of the Resource Management Act 1991 after the commencement of this Act, that would impede the right of the public freely to pass and re-pass over the reserve on foot, unless the administering body determines that*

access should be prohibited or restricted to preserve the stability of the land or the biological values of the reserve:

TDC Resource Management Plan, 01/11/2008. Map 77 clearly shows the area between the existing wharf, to the road boundary and extending the entire length of the western arm is classified as Recreation, TDC must seriously consider the formal process to alter this designated use as PBC will rigorously oppose it.

The land area between the existing wharf and the boat compound is widely considered by the local community and visitors to the area as being of significant scenic importance, it is utilised widely for this reason. The access to this area is also important for a wide number of people in the community who use this public space for recreational activities. Any action that degrades the scenic value or restricts access by the public is in direct contravention to the Reserves Act 1977 and therefore unfeasible. The proposal to use this land as commercial storage does both of these and therefore is unlawful.

Western Arm Boat Launching/Trailer Parking

There are numerous references in this plan regarding altering or relocating the current boat launching ramp and parking arrangements.

Page 16 – At peak times at the boat ramp there is a lack of area to park vehicles and boat trailers. The report suggests that no vehicles' should park down on the western arm of the port and all vehicles should be removed to an area near the PBC building.

PBC surveys of current ramp users and Harbour Manager show that the period where demand exceeds capacity for parking on the western arm is approximately one week over the Christmas/New Year period, at all other times there is sufficient parking for current usage. We submit that it is illogical to ask users to launch their boat, park their vehicle and walk approx 500m (return distance), all this to alleviate parking problems in a one week period.

As mentioned in the draft plan PBC have an existing lease until 2019, the lease documents state the land area included. This leased land area extends from the boat compound to the barrier arm and from the road to the inner edge of the port walls. PBC will not be willing to relinquish their right to solely use this area for the use of boat trailer and vehicle parking.

Page 16 – The pontoon would also be moved from its current position to outside the PBC building and boats would disembark passengers from this position.

It is currently impossible for boats to use this area of the port at low tide unless they have a very shallow draft vessel such as a kayak. The water depth at an average low tide is 300mm and at mean low tide this area dries out. This information is available in various TDC complied documents regarding the Port for example 1993 Nick Barber future use report, 1996 TDC consideration of draft development considerations report.

Given this depth restriction dredging would be required, we consider this to be unwarranted expenditure. The position of the proposed new floater is in direct line with the harbour opening, this

results in a sea state of up to 1m in the prevailing weather conditions, this would make any floater dangerous to use in such weather.

PBC have a club launching ramp (Resource Consented) to the front of the club buildings, this ramp, used for junior sailing and Waka Ama is an important of club operations and anything that would impact negatively on its use would be strongly resisted.

Cost of Boat Ramp Launching.

Page 16 of the plan states '*casual use would rise from \$6 to \$9 and that the PBC discounted rate for an annual card would rise from \$75.00 to \$150.00.* There is no mention of non PBC members annual rate costs in this report. Subsequent communication with Jim Frater has confirmed this cost at \$300.00.

A survey of current PBC members shows that 80% of current users will stop using the launching facilities at the port, instead, use the recently upgraded launching facilities at Tata Beach, these facilities were recently consented by TDC and are free to use. It is a concern to us that out of town club members have raised the possibility of ceasing to visit Golden Bay if they cannot easily, safely and cost effectively launch their boats in the area. This would have severe impact on the wider Golden Bay economy and is entirely possible with the proposed changes.

	Daily Rate	Annual Concession Rate
Port Tarakohe Current Rate PBC Member Rate		\$75.00
Port Tarakohe Current Rate Non PBC Member Rate	\$7.00	\$125.00
Greymouth Boat Ramp	No charge	No Charge
Nelson Boat Ramp	\$5.00	\$90.00
Motueka Boat Ramp	\$10.00	\$80.00
Havelock, Waikawa, Picton (Group charge)	\$14.00	\$250.00
Port Tarakohe Proposed Rate PBC Member Rate	N/A	\$150.00
Port Tarakohe Proposed Rate Non PBC Member	\$9.00	\$300.00

It is noted here that the current model of calculating non cash port expenses is incorrect and any fee estimates based on these cost figures are also grossly overstated. See Tarakohe Marina Association Submissions to this draft plan.

Fishing Platform

Page 24 – The development of a fishing platform on the eastern rock wall – estimated cost \$60,000.

During the prevailing weather and sea state the eastern walls regularly experience waves of 1 – 2m. periodically throughout the year we experience a sea state in excess of 3m that breaks over the existing rock breakwater. PCB submit that any structure built in this area will be severely damaged in a relatively short timeframe and that to construct a structure that would be resilient to the sea state would be cost prohibitive. During the summer period there are currently a large number of people fishing from the outside walls and therefore we feel this proposed fishing platform is unnecessary.

Report Suggestions Contrary to Original Intent

Page 4 – This report for the TDC will outline a development strategy for Port Tarohe that will relate to the role of the port in the regional economy.

As previously mentioned in this submission the original intent for TDC acquiring the port was for development as a working harbour *and recreational use*, this report by WHK is focussed heavily towards the commercial aspects to the detriment of the recreational users and wider community. This is apparent in suggestions that:

- Current land used for public reserve space be designated commercial storage
- The current, safe and convenient public launching facilities be made excessively expensive, less convenient (500m travel between parking and launching facilities) and/or moved to a position that is not accessible at low tide and is in direct line with the prevailing weather, therefore making the facility less safe.
- Current PBC land be utilised for public parking therefore restricting members access and ability to utilise club facilities.
- Recreational charges including, marina, mooring, launching ramp and boat storage to increase in price 80% - 100% where commercial rates increase 30% to 50%
- This report has taken the view that any growth in the port precinct must be port (commercial) related
- The area around the PBC must be maintained for future port (commercial) related activities, until then it can be used by the community
- Proposed fee structure that sees recreational users subsidising commercial operations.

In a April 1996 report (Consideration of Draft Development Options) TDC states that it is intended that the proposed development of Port Tarohe recognises the partnership between Council and the community and takes into account the initial call from the Golden Bay community for Council to become involved in the project.

It appears that this original intent has been lost, it could be surmised from reading this report that TDC wish to focus entirely on the commercial aspects to the detriment of the community – This is unacceptable to the PBC and the wider community. The measurement of success of this important community asset cannot be measured solely in economic terms, the recreational, scenic and community benefits must be included.

I would strongly encourage those in a position to make a final decision regarding the future of Port Tarohe to consider this, the demise of the original intent and future community benefit from this

outstanding resource is in your hands. We trust you have the best interests of the community both current and future in mind.

This submission was unanimously accepted at a full Pohara Boat Club Meeting

Craig Bishop-Everett

Commodore
Pohara Boat Club
Email Address *

endlesspossibilities@windowslive.com

Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

Mrs Tracey Smith

11 Wadsworth Street

Golden Bay 7110

Daytime Phone Number

5258449

Mobile Phone Number

0212939076

Email Address *

taspops@xtra.co.nz

Organisation**Position****Your Feedback****Your comments ***

We, the residents of Golden Bay need access to the port for recreation and quality family time with our children, waka ama access etc etc. Our children need to learn water safety and the sailing club is by far one of the most valued assets. We cannot afford, as rate payers to keep funding TDC's 'projects' !

Your Contact Details**Title ***

Mr Peter van der Meer
397 Glenview Road
Takaka 7183

Daytime Phone Number

6435259928

Mobile Phone Number

6435259928

Email Address *

peetlies@hotmail.com

Organisation**Position****Your Feedback****Your comments ***

I have read the development plan with interest. Some of the things proposed do appeal, but many seem unrealistic and not bringing positive input to Golden Bay. Cruise Ships, Increase of the use by Tasman Bay Commercial Fishing, increase of the mooring fees .. The increase of the cost for the use of the boat ramp and the suggestion for parking near the Boathouse make me wonder if the writers of the report ever fish themselves. Those proposals are going to lead to a lot of frustration! Giving the advantage to commercial fishing leads to the fact that the recreational fisherman either can't afford to go fishing anymore or will go out for no reason as there is no fish around anymore. But hey, why should Golden Bay and TDC not follow the rest of the world where they all seem to choose for the money and not for the real values in life?!

34

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Miss Rachele Rabbitts

80 Haile Lane

Pohara

Takaka 7183

Daytime Phone Number

03 525 6115

Mobile Phone Number

027 2435895

Email Address *

rrabbitts@hotmail.com

Organisation

Position

Your Feedback

Your comments *

I strongly oppose the Draft Port Tarakoe Development Plan and am extremely disgusted by the underhand way TDC is dealing with this issue. Council has a responsibility to provide recreational access to all it's rate payers.

The proposed increase of Marina fee's at Tarakoe by 100% is immoral and I wonder if it is legal !!, TDC should be responsible for thier own mismanagment of funds ,it is not the responsibility of individuals whom will be forced to pay to great detriment to them as individuals and the community. To retrospectively charge fee increases shows that council is purely focusing on profiteering.

Everyone has a right to use the port for recreational purposes not just big business, how misguided, what happens when the bottom falls out of the Mussle industry ? who's going to clean up their mess while residents and visitors to Golden Bay miss out on having access to the port and the fantastic learning environment it provides through sailing, waka ama, going boating or just having a picnic on the grass watching the boats. How utterly un New Zealand to take this away from our children. How about TDC takes responsibility for it's past mistakes and does not use creative accounting to justify this fund raising exercise.

I hope that this gets read and taken into account , as the outcome of this plan seriously affects my enjoyment of living in this area and my respect for TDC.

* I would like the opportunity to speak my submission

Yours Sincerely , Rachele Rabbitts

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Don Harwood

9 Clifton Road

Clifton

Takaka 7183

Daytime Phone Number**Mobile Phone Number**

0274340283

Email Address *

don.harwood@hotmail.com

Organisation**Position****Your Feedback****Your comments ***

I submit that the maintenance of port Tarakohe is non existent, This needs to improve if the port is to survive. We have no maintenance schedule to ensure the marina structure is safe to tie to.

I submit that the commercial wharf should be controlled by a weighbridge, if I send bananas to Auckland by truck or plane I pay by weight. If the port is to operate fairly then the commercial users must pay their fair share in a business like manner.

The safety procedures in the Port is shocking, we have a broken down old wooden wharf that is supposed to be isolated yet people use it with the knowledge of the harbour manager, we have a walkway with handrails only on one side, we have ladders with no safety rings around them.

Charges for marina should be for the length of the berth not the length of the vessel, as no two vessels are exactly the same. This charge must be fair for the services and area we have and are in. We do not have any real facilities, no sealed roads, one old public toilet, no showers.

We need loading zone parking close to walkways, berth holders should have allocated parking.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Christchurch 8052

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Mobile Phone Number

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Email Address *

bernie@lindix.co.nz

Organisation

private rate payer

Position

Your Feedback

Your comments *

I COMMEND YOU ON THE DRAFT PORT TARAKOHE DEVELOPMENT PLAN - WELL COMPILED AND PLAIN ENGLISH.

I AM A PRIVATE PROPERTY OWNER / RATEPAYER AND HAVE NO COMMERCIAL OR FINANCIAL INTEREST IN THE TASMAN DISTRICT.

1. I SUPPORT THE CONTINUED FAIR & REASONABLE NEGOTIATIONS WITH COMMERCIAL USERS OF THE PORT TO MAINTAIN AND GROW THEIR ACTIVITIES AND ENSURE THEIR FINANCIAL VIABILITY.

2. I STRONGLY SUPPORT THE REPORT'S RECOMMENDATION TO RETAIN AN INDUSTRIAL ZONING AND EXCLUDE ANY RETAIL OR ACCOMMODATION FACILITIES IN OR AROUND THE IMMEDIATE PORT AREA. THERE IS FAIR COMPETITION AND EXISTING BUSINESSES IN POHARA AND TAKAKA MUST BE SUPPORTED.

3. I AM A MEMBER OF THE PBC AND PAY AN ANNUAL SUBSCRIPTION FOR THE BOAT RAMP USAGE. I SUPPORT THE GENERAL INCREASE IN BOAT RAMP CHARGES BUT APPRECIATE THIS MAY BE A BURDEN ON SOME PEOPLE. I AM CONCERNED THAT THE PROPOSED INCREASE IN DAILY BOAT RAMP CHARGES MAY RESULT IN ALTERNATIVE USE OF THE TATA BEACH RAMP RESULTING IN CARPARKING AND SAFETY

ISSUES WITH INCREASED TRAFFIC MOVEMENT.

4. I DO NOT SUPPORT THE REMOVAL OF CARPARKING FACILITIES AT THE WESTERN ARM ADJOINING THE BOAT RAMP. TO AVOID PEAK CONGESTION AND AS AN INCENTIVE FOR RECREATIONAL USERS OF THE BOAT RAMP TO SUPPORT THE FACILITY, I WOULD SUGGEST THAT ANNUAL CARDHOLDERS BE PERMITTED TO PARK IN THIS AREA, WITH CASUAL USERS REQUIRED TO PARK BY THE CLUBHOUSE. ALTERNATIVELY FREE USE OF THE BOAT WASH - BUT SOMETHING TO INCENTIVISE CASUAL RECREATIONAL USERS TO SUPPORT TARAKOHE AND NOT SEEK ALTERNATIVE OPTIONS.

5. I SUPPORT THE REALIGNMENT OF THE ROAD ENTRANCE TO THE PBC AND BOAT RAMP.

6. I SUPPORT COUNCILS PROPOSAL TO NEGOTIATE WITH THE PRIVATE OWNERS OF THE MAIN ROAD AND CONCLUDE A SATISFACTORY ARRANGEMENT FOR THE LONG TERM.

7. I DO NOT SUPPORT ANY EXTENSIVE DEVELOPMENT OR COST TO CREATE NEW ROADING, BUT CERTAINLY SUPPORT THE IMPROVEMENT TO EXISTING ROADING IN RESPECT OF WIDENING AND SEALING BENDS AND APPROACHES TO CORNERS.

7. THERE DOES NOT APPEAR TO BE ANY CONSIDERATION UNDER 'AMENITIES' TO PLAN AND ALLOW FOR THE FURTHER DEVELOPMENT OF WALKING TRACKS ALONG THE WATERFRONT - PARTICULARLY AROUND NARROW PARTS OF THE ROAD AND BLIND BENDS. I SUPPORT SUCH A PROPOSAL AND IT MAY BE POSSIBLE IN QUID PRO QUO DISCUSSIONS WITH COMMERCIAL USERS OF THE PORT.

8. I STRONGLY SUPPORT THE RECOMMENDATION NOT TO INCREASE BUREAUCRACY BY ESTABLISHING AD HOC COMMITTEES AND INCREASING COSTS.

9. FINALLY - I DO NOT SUPPORT ANY REDUCTION IN THE GENERAL RATES CURRENTLY CHARGED AND ATTRIBUTED TO THE COST OF MANAGING PORT TERAKOHE. THE GOLDEN BAY AREA MAKES A SIGNIFICANT CONTRIBUTION BY WAY OF TOURISM, CASUAL VISITORS AND EMPLOYMENT, SO THESE RATES SHOULD BE RETAINED AND EXPENDED ON THE RECREATIONAL AND COMMERCIAL IMPROVEMENTS PROPOSED IN THE DRAFT REPORT. ALL OF TASMAN DISTRICT RATEPAYERS BENEFIT IN GENERAL TERMS SO GET THE JOB DONE AND QUICKLY.

THANK YOU.

**PORT TARAKOHE DEVELOPMENT PLAN SUBMISSION
TARAKOHE MARINA ASSOCIATION
15 NOV 2013**

Tasman District Council (TDC) released the Port Tarakohe Development Plan in early November 2013. This plan was released in draft form and submissions were sought from interested/affected parties. This document constitutes formal feedback and submission from the Tarakohe Marina Association (TMA)

TMA was formed in 2012 to represent members' interests in respect to both marina berths and swing mooring users who have boats located at Port Tarakohe. TMA has over 60 members who constitute over 90% of marina users. According to the TDC Port Tarakohe Financial Review (May 2013) TMA members contribute 56.67% of income generated for the entire port

Submission Summary

1. TMA Fundamentally disagree with the methodology used by TDC to calculate operating costs of Port Tarakohe –

Financial aspects of the Port Tarakohe Development Plan are based on the TDC Port Tarakohe Financial Review (May 2013). This review calculated operational costs/income for the port by operational area and as a total. TMA fundamentally disagree with the methodology used in this review and therefore fundamentally disagree with the resulting recommendations stated in the Port Tarakohe Development Plan. Detailed in this submission is an acceptable alternative financial position that forecasts an operating surplus of \$90,508 for the marina in the 2014 financial year.

In the past 12 years Port Tarakohe operating costs have risen by 1500% (\$331,022.00) from \$21,755.00 in 2001 to 352,777.00. This is most noticeable in the last 2 periods with operating costs rising \$253,601.00 over 200% in the space of 36 months. (see appendix 1)

During this period there have been no unusual direct expenses incurred by either the marina or moorings, the significant increase in port costs is driven by a change in accounting practice that is falsely representing the port financial results. (see appendix 2)

Port Tarakohe is currently carrying a total debt of \$2,945,000.00 the original cost of the port, marina and swing moorings was \$1,500,000

Debt incurred directly due to Marina build: \$1,000,000

Debt incurred directly due to Harbour (Dredging/Walls) \$500,000

The balance of this debt \$1,445,810, debt was not directly incurred for marina/mooring operations, instead appears to have been incurred investigating future port development and consulting fees. All costs relating to provision of future services (eg. professional / consulting fees for future marina developments) are not considered a cost directly incurred in operating the existing marina service and should either be capitalised & charged against the appropriate future revenues or covered under other non-Port related TDC expenditures;

The Port Tarakohe Development plan suggests an increase of 100% for marina users and 80% for swing mooring users. This increased fee structure would result in Port Tarakohe Marina being the second most expensive marina in the wider region while having the most inferior services and standards (See appendix 3)

SUMMARY OF FINANCIAL APPROACH

- Berthage revenues based on comparable rates in other marinas
- Operating and Indirect costs at a reasonable least cost basis to maintain current Marina services
- Financial charges based on fair value of underlying assets at actual interest rates NOT estimated replacement costs at market rates of return
- No charge for depreciation for the harbor and marina assets as these are not depreciating assets
- No charges for professional fees and other charges not related to operating the current Marina
- Net surplus for repayment of debt, No general Rates subsidy required

2. TMA Submit that the timeframe for submissions to this draft plan is inappropriate.

Submissions from stakeholders and the community are due by 4pm 28th Nov. The agenda for the December Full Council Meeting is produced the same day. This does not allow Councilors' time to digest submissions placed or for council officers to review in detail submissions and create an informed report to said councilors'. This could be viewed as a method of controlling outcomes via manipulation of information.

This submission was carried unanimously by all Tarakohe Marina Association Members

Craig Bishop-Everett

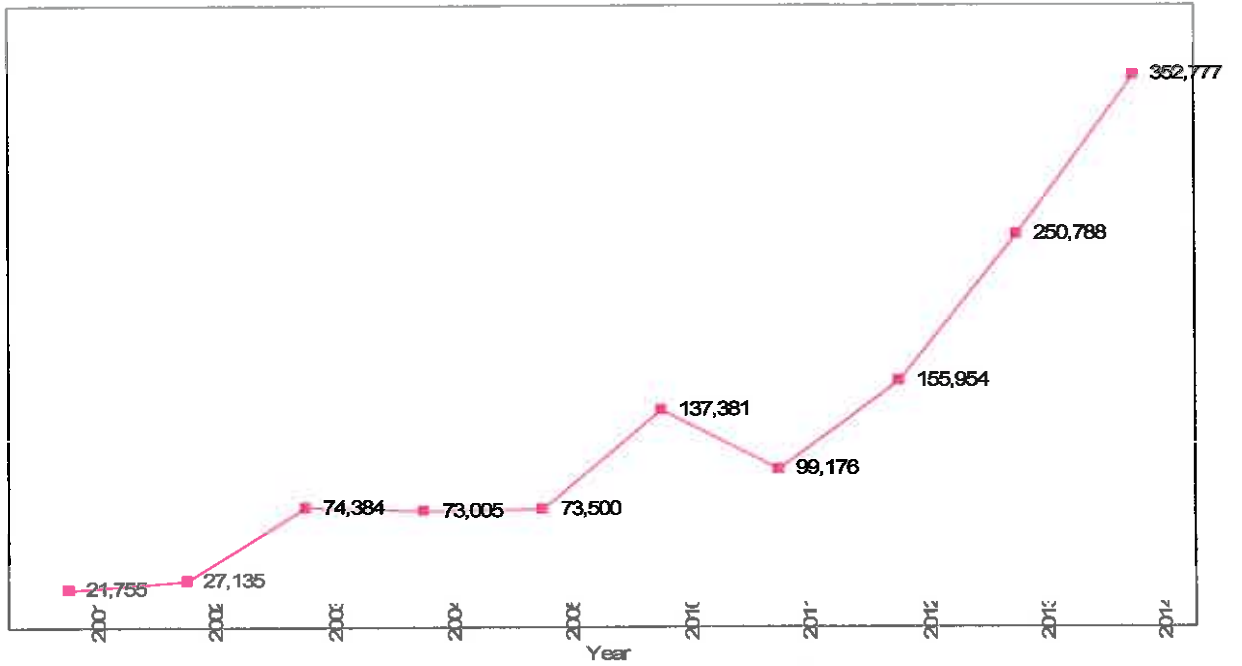
PO Box 255

Takaka 7110

**Craig Bishop-Everett
Chairman
Tarakohe Marina Association**

Appendix 1

Total Port Costs (Direct + Allocated) 2001 to 2014 (13)



Port Tarakohe
"Fair Value" Financial Summary : Marina
PROJECTED VALUES FOR THE YEAR TO JUNE 2014

Projected Annual Revenue and Expenditure	Note	Fair Value ⁽¹⁾	TDC/WHK ODRV ⁽²⁾
Revenue (berthage)	3	223,717	447,434
Marina Operating Expenses	4	55,034	68,901
28% Share of Harbour Costs & TDC Salary Overheads	5	15,475	58,116
Financing Costs	6		
Interest @ 5.5% on "fair value" Marina & Harbour (28%) debt of \$1,500,000		62,700	
Charge @ 7.29% on revalued Marina (\$1,994,347) Harbour 28% (\$5,492,723)			257,505
Depreciation - on revalued asset (Marina \$1,994,347; Harbour 28% \$5,492,723)	7	n/a	56,552
Other Charges (Feasibility studies / non-marina community usage)	8	n/a	6,360
Net Surplus (available for Marina debt repayment)	9	90,508	0
General Rate Subsidy	9	Nil	Nil
Statement of Asset / Debt Values as at June 2013			
Marina Asset / Debt Values	10,11	1,000,000	1,994,347
Harbour Asset / Debt Values	10,11	500,000	5,492,723

prepared by the Port Tarakohe Marina Association from various sources ⁽¹²⁾

SUMMARY OF FINANCIAL APPROACH

- Berthage revenues based on comparable rates in other marinas
- Operating and Indirect costs at a reasonable least cost basis to maintain current Marina services
- Financial charges based on fair value of underlying assets at actual interest rates NOT estimated replacement costs at market rates of return
- No charge for depreciation for the harbor and marina assets as these are not depreciating assets
- No charges for professional fees and other charges not related to operating the current Marina
- Net surplus for repayment of debt, No general Rates subsidy required

Appendix 2 continued

Notes to the "Fair Value" Financial Summary

- 1 The figures in the "Fair Value" column have been prepared by the Tarakohe Marina Association following the "fair value" pricing valuation methodology, where values are derived from the most appropriate information source available after adjusting for any known effects which would otherwise unfairly misstate that item for the purposes of setting a fair price for the underlying service; expenditures are stated at the lowest cost that the service could be provided (example "fair value" electricity cost is derived from reviewing the actual supply invoices and adjusting for differences between summer and winter usage, it is not acceptable to annualise the higher winter monthly amount); asset/debt values and related costs (financing) are calculated from the "optimised historic cost" - i.e. what it would have cost to build the same level of marina/services back in 1998 if the marina/harbour had been built in accordance with lowest cost / most efficient construction practices. Fair value / optimised historic cost valuation methodology is an accepted asset valuation methodology for price setting by the Commerce Commission and has been used in price setting in, amongst other areas, Airport landing charges. It is backed by the NZIER. Interestingly, WHK propose that "fair value" be used, but only regarding "future capital expenditure" (refer page 14 WHK proposal)
- 2 The "TDC/WHK ODRV" column shows revenue, expenditure and asset/debt values for the Marina activity taken from pages 34 & 36 of the WHK/TDC report. The numbers are one fifth of the 5 year totals for the Marina activity centre, page 36, and 28% of the one year totals for the Harbour cost centre. In general, TDC/WHK values are based on the "optimised depreciated replacement value - "ODRV" asset valuation methodology. This method requires, in certain circumstances, assets to be revalued to their replacement cost. This asset / pricing valuation methodology has been used by the Commerce Commission in certain circumstances - mainly in price setting in the bulk supply electricity industry; it is the opinion of the NZIER that this methodology is not best practice outside these circumstances, especially where the underlying asset has a long life (as in a marina / harbour situation).
- 3 Revenues are the annual berthage fees charged to marina users. The fair value amount of \$223,717 is the amount that is expected to be collected from existing marina users after the "interim TDC price" increase for the 2013/14 year, and assumes all existing berth holders remain at Tarakohe. The TDC/WHK value of \$447,434 is the expected value of marina berthage fees if the proposed 100% increase in rates is adopted by TDC and applied retrospectively from 1 July 20013. Again it assumes all existing marina holders remain, which may be in some doubt at the 100% fee increment.
- 4 **Direct Operating Expenses:** these are the expenditures directly related to providing the current Marina service;
Fair Value costs are the best estimates of what it would reasonable be expected to cost to deliver the existing service at minimum cost for the 2013/14 year. After reviewing 2012/13 actual cost information and after adjusting for all known abnormal / one-off items which would otherwise inflate costs;
TDC/WHK costs are taken from the WHK report, page 36.
> Electricity: average monthly electricity costs by the Marina activity are approx. \$1,500 per month (\$18,000 per annum). TDC's number is incorrectly based on an annualized winter monthly cost which gives an overly inflated annual cost
> Water: 2012/13 actual used as considered approximately correct ongoing annual cost of providing water for marina usage from Port Tarakohe Ltd although the cost may come down due to leakage control work. The 2011/12 cost of \$70,356 was due to abnormal delivery costs due to that year's floods and not an ongoing cost; it should be noted this cost was largely due to TDC delays in instigating remedial work and should be added back in any historical financial analysis
> Maintenance: 2012/13 actuals were \$3,000 however annual marina maintenance costs over the next few years likely to increase well in excess of this level as the marina structures age; the higher figure of \$11,000 in setting 2013/14 charges takes into account maintaining the marina in its present state
> Professional Fees: the current period charge of \$4,862 relate to TDC charges / consultant fees contracted by TDC; over the last 4 years there has been approximately \$80,000 spent on consultancy fees related to future marina extensions; it is considered unprofessional to charge current users fees relating to provision of future services - GAAP is to capitalise and charge against the future revenues from those developments; Some level of professional fees are directly related to current marina use, although the current year projected figure of approx \$5k is considered too high as a normal annual professional fees charge. Approximately \$2,000 p.a. would be a normal annual cost for consultant costs sufficient to maintain the current service levels e.g. depth checking etc
> Insurance: Allocated by TDC from central insurance policies; amount seems reasonable annual charge
> Harbour master salary: share of harbour master salary based on estimate of time % spent on Marina activities (28%)

5

Indirect Expenses:

Fair Value: average of the 4 years 2010-2013 actual harbour expenses as provided by TDC (Russell Holden, May 2013); 28% allocated to Marina based on harbour master time. It should be noted that harbour expenses largely contain indirect allocated costs from a pool of TDC overhead costs, representing a fixed cost to the Port and outside the control of the harbour master; as such adequate cost control can only be achieved by the council
TDC/WHK; from WHK report page 36

6

Financing Costs:

Fair Value: interest charges at \$55,000 calculated at the estimated actual interest rate (approximately 5.5%) on Marina's fair value loan amount of \$1 million, and at \$7,700 for the 28% of interest on the fair value of the Harbour loan amount of \$500,000. Note that TDC calculate the actual interest expense paid on the portion of the debt allocated to the Marina (\$1.3mill) for 2012/13 year to be \$74,252;
> TDC/WHK; TDC ignores both actual and fair value loan values and takes the amount that it is estimated that it would cost to build the marina today (approximately \$2 million) and applies to that amount a financing rate which an independent investor (such as Ports Of Tauranga - publically listed company) would require in order to undertake an investment in a new public marina assuming it had to borrow the full amount - this rate is 7.29% and gives an annual finance cost of \$145,388 for the Marina & a further \$112,117 for the 28% share of Harbour costs; The 7.29% is a theoretical % return and bears no relationship to any actual expense, the revalued marina asset bears no relationship to the actual cost of the Marina to TDC

7

Amortisation Costs:

Fair Value: N/A

An annual depreciation cost is designed to charge current users of the Marina for the diminishment in value of the marina and harbour walls due to current year usage; over the estimated life of the marina / harbour (in this case 60 years) a reserve of funds is therefore built up from this annual charge to finance the future replacement of the assets, under the with the maintenance programs in place for both the Marina & the Harbour (costs of annual ongoing maintenance are charged to users in the maintenance expense lines and are therefore already funded by berthage) are sufficient to maintain the Marina & Harbour in current condition, there is therefore no justification for such a depreciation charge.
TDC/WHK; TDC revalues the Marina & Harbour from the historic cost amounts of approximately \$3million to the estimated cost of building the Marina / Harbour (28%) today of approx \$7.5million, then charges an annual charge for depreciation of approximately 1/60th (\$56,552), presumably based on an assumption there will be no Port in 60 years. There is no corresponding cash expenditure by the council; it is only supported by TDC accounting policy in producing council financial statements. NZIER do not consider it an appropriate charge in determining in price setting.

8

Other Charges Fair Value: N/A > Fair value pricing stipulates only the costs directly required to provide the current marina services be included in the pricing calculation; > All costs relating to provision of future services (e.g. professional / consulting fees for future marina developments) are not considered a cost directly incurred in operating the existing marina service and should either be capitalised & charged against the appropriate future revenues or covered under other non-Port related TDC expenditures; it should be noted it is considered unprofessional to charge users of an existing service costs related to provision of other future services TDC/WHK; TDC plan to charge current Marina users for feasibility studies (\$3,000 p.a. for 5 years), presumably for future port changes and to build a public fishing platform at a cost of \$60,000 (@ 28%=\$3,360 p.a.).

9

Net Surplus

Fair Value: projected berthage income for the 2013/14 year, after the June interim rate increase, currently provides a net surplus after charging all appropriate costs at fair value. There is therefore no requirement for a general rates subsidy for funding the Marina activity. Net surpluses are available to meet principal repayments on the Marina debt.
TDC/WHK; No net surplus.

10 **Asset Values**
Fair Value: according to the NZIER the Marina and Harbour assets should be valued at their "optimised historic cost" i.e. what it would have cost to build the marina and harbour in 1998 if the least cost construction methods were undertaken. This methodology is the same as that proposed by WHK on page 14 for "future capital expenditures". The general view since the Port was built in 1998, and as accepted by previous Tasman district councils / staff, is that if the Port was built under normal commercial circumstances based on the lowest costs available in 1998 then the Marina and Harbour would have cost approximately \$1,500,000, being \$1million for the marina and \$500,000 for the Harbour.
 > actual historic cost (i.e. what TDC paid) of the Marina & Harbour walls are approximately as follows;
 - purchase price from GB Cement Works 1994 - \$275,000
 - paid (funded by a loan) to build marina in 1998 \$1,000,000
 - paid to extend harbour walls in 1998 \$500,000
 - paid to consultants / costs due to delays \$1,500,000
 > fair value valuation:
 - purchase price from GBCW 1994- nil (NZIER consider these as sunk costs and have no reason to be included in setting current berthage charges
 - Marina \$1,000,000 less depreciation from 1998
 - Harbour walls \$500,000 less depreciation from 1998
TDC/WHK: have revalued the Marina and Harbour assets from their historic cost to an amount which reflects the expected current costs to build those assets at today's prices Marina (\$1,994,347) and Harbour (\$5,492,723). This revalued amount has no relationship to what TDC paid to build these assets, nor has it any relationship to a value these assets may be sold at (that would be based on a Port earnings multiple); the only appropriate use of this revalued amount is for disaster insurance purposes.

11 **Debt Values (as at June 2012)**
 > actual debt
 - loan balance for Marina \$1,283,290
 - loan balance for Harbour \$1,538,694
Fair Value:
 - Debt incurred directly due to Marina build: \$1,000,000
 - Debt incurred directly due to Harbour (Dredging/Walls) \$500,000
 - Balance: debt not directly incurred for marina / harbour (consulting fees not directly related to marina build, costs due to non-commercial council decisions / delays etc) \$1,445,810
TDC/WHK: TDC imply a funding amount equal to the replacement cost of the asset (i.e. what it would cost to build the Port today)
 - marina implied debt \$1,994,347
 - Harbour implied debt \$5,492,723

12 **Sources:** these financials are based on information gathered from the following sources;
 - TDC staff
 - TDC councilors
 - Port Harbour Manager
 - GB Community Board
 - New Zealand Institute of Economic Research
 - The Commerce Commission

Appendix 3

Comparable Marina Charges

Marina	Charge per M	Cost for 14m boat	Services
Tarakohe Marina at current interim rate 2013	\$262.00	\$3668.00	Dirt roads One public toilet No CCTV No security No shower facilities (use Pohara boat club facilities)
Motueka Marina	\$230.00	\$3220.00	Similar to Port Tarakohe
Evans Bay Marina	\$184.00	\$2580.00	Sealed Roads Berth holder parking Excellent Lighting CCTV coverage and security patrols Full ablution facilities 24hr
Nelson Marina	\$262.00	\$3670.00	Sealed Roads Berth holder parking Excellent Lighting CCTV coverage and security patrols Full ablution facilities 24hr
Havelock Marina	\$342.00	\$4788.00	Sealed Roads Excellent Lighting CCTV coverage and security patrols ablution facilities 24hr
Seaview Marina	\$355.00	\$4970.00	Sealed Roads Berth holder parking Excellent Lighting CCTV coverage and security patrols Full ablution facilities 24hr
Mana Marina	\$435.00	\$6090.00	Sealed Roads Berth holder parking Excellent Lighting CCTV coverage and security patrols Full ablution facilities 24hr
Waikawa Marina	\$465.00	\$6510.00	Sealed Roads Excellent Lighting CCTV coverage and security patrols New ablution facilities 24hr
Picton Marina	\$474.00	\$6636.00	Sealed Roads Excellent Lighting CCTV coverage and security patrols New ablution facilities 24hr
Tarakohe Marina at proposed rate of 100% of current interim	\$507.00	\$7098.00	Dirt roads One public toilet No CCTV No security No shower facilities (use Pohara boat club facilities)



Feedback Form for Draft Port Taranaki Development Plan

TASMAN DISTRICT
19 NOV 2013

Submitter details (please print clearly):

Your name: Mathew Rountree

Your postal address: Street: 1 Boundary Road

Suburb: Takaka

Town: NELSON Postcode: _____

Your daytime phone number: 035258795

Your email address: nlepadog@gmail.com

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Taranaki Development Plan
(please continue overleaf if you require more space):

Total opposition to raising
berthage fees and removing
existing boat ramp etc

Please send your feedback to:
 Feedback on Port Taranaki Development Plan
 Tasman District Council
 Private Bag 4
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttaranaki@tasman.govt.nz or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.



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Feedback Form for Draft Port Tarakohe Development Plan

TASMAN DISTRICT COUNCIL
19 NOV 2013

Submitter details (please print clearly):

Your name: Cherie Hanson
Your postal address: Street: 30 Bay Vista Drive
Suburb: RPI Hohaia
Town: Takaka Postcode: _____
Your daytime phone number: 035259169
Your email address: n-c.hansen@xtra.co.nz

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarakohe Development Plan
(please continue overleaf if you require more space):

Total opposition to TDC proposal
for Tarakohe Harbour

Please send your feedback to:
Feedback on Port Tarakohe Development Plan
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttarakohe@tasman.govt.nz or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

40

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr Daniel Rountree

608 Takaka-Collingwood Highway

Takaka 7182

Daytime Phone Number

Mobile Phone Number

Email Address *

danielrountree@hotmail.com

Organisation

Position

Your Feedback

Your comments *

i totally oppose the draft plan for port tarakohe!

41

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr Winston Rountree

432 Glenview Road

RD 1, Motupipi

Takaka 7183

Daytime Phone Number

03 5259312

Mobile Phone Number

0272230603

Email Address *

wrountree@xtra.co.nz

Organisation

Waitapu Fishing Co Ltd

Position

Managing Director

Your Feedback

Your comments *

I totally oppose the TDC proposed increases in mooring/berths etc at Port Tarakohe along with the outlandish plans to shift the current boat ramp and close the western arm to public access.

42

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mrs Joanne Rountree

432 Glenview Road

RD 1 Motupipi

Takaka 7183

Daytime Phone Number

03 5259312

Mobile Phone Number

0211707177

Email Address *

wrountree@xtra.co.nz

Organisation

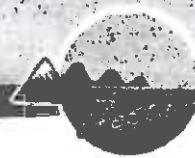
Waitapu Fishing Co Ltd

Position

Your Feedback

Your comments *

I totally oppose the TDC proposed increases in mooring/berths etc at Port Tarakohe along with the outlandish plans to shift the current boat ramp and close the western arm to public access. I am currently an incomplete paraplegic and at times need the use of the pontoon by the boat ramp to access a vessel.



Feedback Form for Draft Port Tarohe Development Plan

Submitter details (please print clearly):

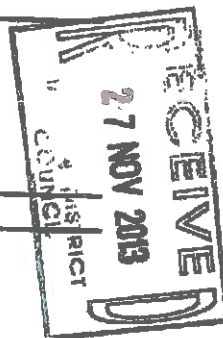
Your name: Olaf (Chicky) Hansen
Your postal address: Street: 30 Bay Vista Drive
Suburb: Pohara
Town: Golden Bay Postcode: 7183
Your daytime phone number: 085259169
Your email address: n.c.hansen@ta.co.nz

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarohe Development Plan
(please continue overleaf if you require more space):

If the price of Berthage goes up as a small Commercial fishing operator we will be forced to take our fishing vessel elsewhere which would be a great inconvenience



Please send your feedback to:
Feedback on Port Tarohe Development Plan
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttarokohe@tasman.govt.nz or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

44

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr Clifford Robertson

434 Glenview Road

Motupipi

Takaka 7183

Daytime Phone Number

03 5259807

Mobile Phone Number

0278236878

Email Address *

cliff.marcy@gmail.com

Organisation

Position

Your Feedback

Your comments *

We are totally opposed to what the council are going to do at Port Tarakohe.

Valerie Gribble

From: Robyn Laing on behalf of Reception Richmond
Sent: Thursday, 21 November 2013 8:05 a.m.
To: Valerie Gribble
Subject: FW: Website Submission - Draft Port Tarakohe Development Plan

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Wednesday, 20 November 2013 10:38 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Port Tarakohe Development Plan

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr

First Name

Alan

Last Name *

Russell

Address *

P O Box 313

Suburb

Town *

Takaka

Postcode *

7142

Daytime Phone Number

Mobile Phone Number

0274331382

Email Address *

acrussell@xtra.co.nz

Organisation

Position

Your Feedback

Your comments *

I wish to vigorously oppose the recommendations of the report on recommendations contained in the Draft Port Tarakohe Plan on the grounds of (a) the grossly flawed financial model on which the

report bases the notional losses and (b) the blatant assault on the legal recreational uses of the port. I wish to be heard on these matters.

Attach a file

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Graeme Jones
11 Manuka Street
Mairehau
Christchurch 8013

Daytime Phone Number

03 3636054

Mobile Phone Number

029 4428 367

Email Address *

graemejones@paradise.net.nz

Organisation**Position****Your Feedback****Your comments ***

My family and I have been holidaying every year at Pohara for well over 45 years along with many of our friends. For the best part of 40 years either I have been boating in and around Golden Bay, particularly from Tata Beach boat ramp prior to the Port Tarakohe ramp being formed. I am a member of the Pohara Boat Club and although I am only camping at Pohara for 3 weeks a year I support PBC through my membership.

It would be an absolute travesty if provision was not considered and allowed for in any future planning to provide a sheltered 24/7 accessible boat ramp. Access to the bay for all should not be taken away for pure Port commercial reasons. Any review must look at and consider the wider community impacts.

I am realistic to know that locals should not be asked to totally fund and subsidise the use of the recreational facilities by non locals and that a user pay portion will be required. People are willing to pay for facilities provided they are suitable well maintained and provide what is expected of such facilities.

Although holiday makers are not full time residents of Golden Bay a lot have been going to the area and contributing to the economy for many many years and as such are a big part of the community.

I am not opposed to what you are contemplating as part of the Port development but I ask that you respect and make suitable provisions for the recreational activities that living in Golden Bay (full or part time) offers.

Kind Regards

Graeme Jones

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Darren Oliver

513 Abel Tasman Drive

Takaka 7183

Daytime Phone Number

035257226

Mobile Phone Number

0274524683

Email Address *

darren_michelle64@hotmail.com

Organisation

Kellaron Fishing Ltd

Position

Owner

Your Feedback**Your comments ***

As a small company owner if these berthage rates do go 100% we will be pulling our vessel out of the harbour along with our small recreational vessel also as we could not absorb this size increase, these prices are criminal to such a small community

48

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr Don McKnight

7 Hall-Jones Street

Puponga

Collingwood 7073

Daytime Phone Number

03 5248031

Mobiie Phone Number

n/a

Email Address *

fun@horsetreksnz.co.nz

Organisation

Position

Your Feedback

Your comments *

After reading what is intended for the Tarakohe Harbour, I feel that the TDC are way over the top with their propoasals for port users. I am a rate payer and also a birth user . I would be forced to look eleswhere if the costs would be increased 100% or to sell our boat. It would appear to me that a historic debit incurred should not be by paid for the current port users. This facility is for everyone and anyone and the debit laod should be spread among the Tasman District. This is a facility that is needed in Golden Bay.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Ian Rabbitts

80 Haile Lane

Pohara

Takaka 7183

Daytime Phone Number

03 5256115

Mobile Phone Number**Email Address ***

rrabbitts@hotmail.com

Organisation**Position****Your Feedback****Your comments ***

I strongly disagree with the financial model used to justify the increase of fees for Port Tarakohe. The fees are already expensive for the services that are there, individuals should not be made to pay for councils mismanagement of funds.

The proposed fee increase are unfair and should be spread evenly across all users of the port, Commercial operators should pay more as they are making money out of the use of the port.

To me it is a grave concern as to councils focus on profit making rather than providing services to the community, where will this lead, increasing fees for caravan parks, libraries, parks !! Ian Rabbitts

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mrs Fran Rabbitts

80 Haile Lane

Pohara

Takaka 7183

Daytime Phone Number

03 525 6115

Mobile Phone Number**Email Address ***

franmafingal@exemail.com.au

Organisation**Position****Your Feedback****Your comments ***

The proposed fee increase at Port Tarakohe is unjustified and smacks of profiteering !, The debt is caused largely by councils bad financial managment and the cost should not be footed by individuals, TDC has a responsibility to pay for thier mistakes not pass this debt on to individuals.

The financial system used does not make sense and appears to be creative accounting to justify huge fee increases that will greatly affect individuals and the wider community.

The Port should remain for recreational users and commercial users with any cost increases not favoring commercial users and disadvantaging recreational users.

I am hugely opposed to these changes and back dating the increase is in fee's is outrageous, other businesses would not be able to do this.

Fran Rabbitts